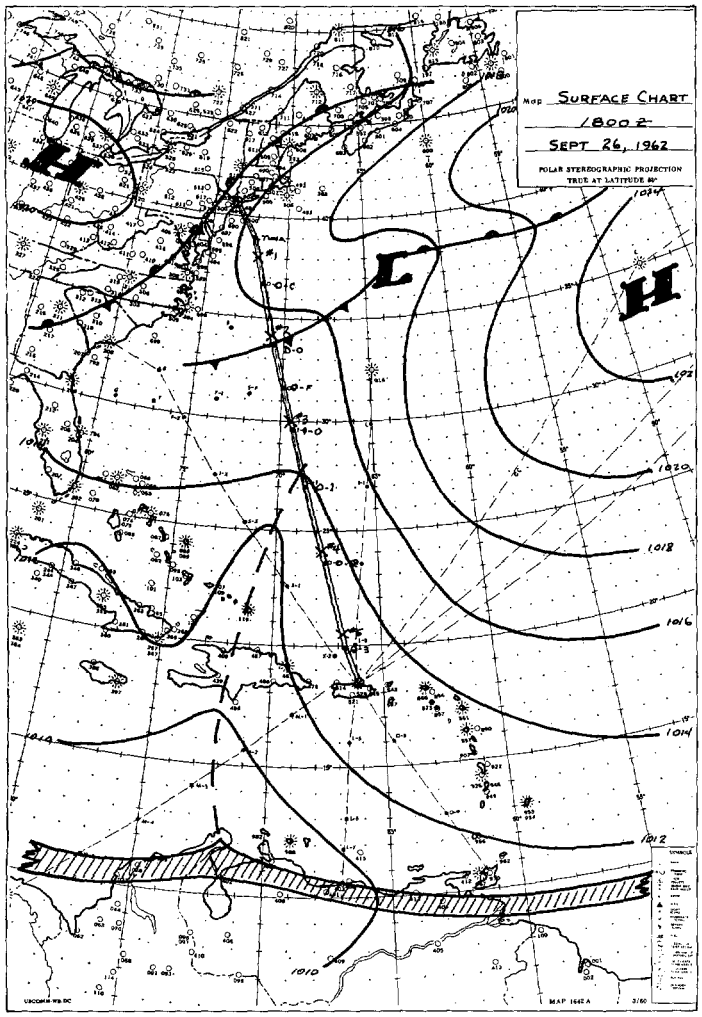

FIGURE 4.—Surface map for 1800 GMT, September 26, 1962, nearest in time to flight shown in figure 3.

out.[5] Now a set of five or six photos taken along the route shows forecasters and pilots the actual cloud formations acting as "sky posts" marking the route to New York. In essence, this gives the forecaster and briefer a check ride by proxy.

Figure 1 shows the synoptic situation on September 1, 1962; figure 2 shows the cross-section drawn by Captain Raaum on this day and the pictures taken enroute as marked on the cross-section and synoptic chart. Figures 3 and 4 show similar information for September 26, 1962. One more proof that a picture is worth 10,000 words.

This procedure, if adopted on other weather designated flights, both domestic and international routes, would be a valuable aid to meteorologists everywhere, as well as provide useful data for research.

[5] Technical data: Film used is PolaPan 200/Type 42, 10-second development time, in a Polaroid Land camera fitted with an orange red 5X filter.

Correspondence

COMMENTS ON "PHOTO PIREPS"

L. F. HUBERT

U.S. Weather Bureau, Washington, D.C.

October 30, 1962

The note by Mr. Hill, "Photo Pireps", demonstrates some very good liaison work between the aviation forecasters at San Juan and pilots they serve, as well as some unusual interest on the part of a Pan American pilot, Mr. Ray Raaum.

While it is highly gratifying to have one's missionary work acknowledged like this, I fear I have been given too much credit. I spoke at some length to Captain Raaum of Pan Am, both on my trip to San Juan and later on another flight from San Juan to New York, and I hope my conversation stimulated his interest. However, the basic idea of such "pireps" and the initiative were Captain Raaum's and I am happy and anxious to acknowledge this because it illustrates the tremendous value of extra effort on the pilot's part. I certainly hope Captain Raaum and other air crews can be encouraged to produce such outstanding data.